

results of continued laboratory fatigue tests of the wing structure of the Model PA-36 airplanes which were initiated by the manufacturer subsequent to the original type certification of this model. On the basis of earlier results of this test program, AD 76-25-02 (41 FR 53778) was issued and established service lives on certain wing structure components. Additional information which has now been obtained from the continued tests indicates that service lives should be established on other wing components. Piper Aircraft Corporation has published service lives and replacement requirements for these additional components in their Service Bulletin No. 744. There is a risk of failure of any component which is operated beyond its established service life.

The FAA found that the condition described was likely to exist or develop in other Piper Models PA-36-285, PA-36-300, and PA-36-375 airplanes of the same type design, and initiated the aforementioned proposed AD which would supersede and incorporate the requirements of AD 76-25-02 and require retirement of the additional components on which the manufacturer has established life limits at those times published in Piper Service Bulletin No. 744.

Interested persons have been afforded an opportunity to comment on the proposal. No comments or objections were received on the proposal or the FAA determination of the related costs to the public. Accordingly, the proposal is adopted without change.

#### List of Subjects in 14 CFR Part 39

Aviation safety, Aircraft.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new AD.

**Piper:** Applies to Models PA-36-285, PA-36-300 and PA-36-375 (all serial numbers airplanes certificated in any category).

**Compliance:** Required as indicated unless already accomplished.

To prevent failure of wing structural components because of fatigue damage, accomplish the following:

(a) Replace the structural components specified below at the time-in-service set forth in Table 1. If, on the effective date of this AD, the component has accumulated or will accumulate within an additional 100 hours time-in-service, the number of hours time-in-service at which replacement is required, accomplish the replacement within the next 100 hours time-in-service after the effective date of this AD.

TABLE 1.—COMPLIANCE TIMES—(COMPONENT TIME-IN-SERVICE, HOURS)

Airplanes	Type of replacement	Paragraph of AD					
		a.1) a.2) a.3)	a.4)	a.5)	a.6)	a.7)	a.8)
Models PA-36-285 and 300							
S/Ns 36-7360001 thru 36-7580003	Initial	4100	4100	N/A	N/A	3100	2000
	Repetitive	4100	4100	N/A	N/A	4100	2000
S/Ns 36-7560004 thru 36-7580055	Initial	4100	N/A	N/A	4000	3100	2000
	Repetitive	4100	N/A	N/A	4100	4100	2000
S/Ns 36-7560056 thru 36-7660122	Initial	4100	N/A	4100	4000	N/A	2000
	Repetitive	4100	N/A	4100	4100	N/A	2000
S/Ns 36-7660123 and up	Initial	4100	N/A	4100	N/A	N/A	2000
	Repetitive	4100	N/A	4100	N/A	N/A	2000
Model PA-36-375							
S/Ns 36-7802001 and up	Initial	4100	N/A	4100	N/A	N/A	2000
	Repetitive	4100	N/A	4100	N/A	N/A	2000

<sup>1</sup> Compliance with paragraphs a.1) and a.8) is also required whenever applicable bolt is removed.

(1) Replace the Wing Attachment Upper Bolts P/N 77245-00 with unused bolts. Replacement is also required whenever bolt is removed.

(2) Replace Wing Carry-Through Spar Fittings, P/N 97713-00, -02, or -03, with an unused P/N 97713-03 fitting.

(3) Replace Wing Spar Fitting, P/N 97712-00 with an unused P/N 97712-00 fitting.

(4) Replace Spar Carry-Through Assembly, P/N 76824-02, if installed with an unused Assembly P/N 76824-02.

(5) Replace Spar Assembly P/N 97701-00 and -01, Revision P, or later revision with Piper Spar Cap Replacement Kits Numbers 764393, Left Spar Assembly, and 764394, Right Spar Assembly.

(6) Replace Spar Carry-Through Assembly, P/N 76767-00 or P/N 76824-02 with an unused P/N 76824-02 assembly. (The repetitive replacement time-in-service is applicable to P/N 76824-02 assemblies now installed.)

(7) Replace Spar Assemblies P/N 97701-00 and P/N 97701-01, Revision N or earlier, and P/N 764393 and P/N 764394 Right Spar Cap Replacement Kits with an unused Spar Cap Replacement Kit P/N 764393, Left Spar Assembly, and P/N 764394 Right Spar Assembly. (The repetitive replacements time-in-service is applicable to P/N 764393 or P/N 764394, Spar Cap Replacement now installed.)

(8) Replace Wing Attachment Lower Bolts P/N 77245-00 with unused P/N 77245-00 bolts. Replacement is also required whenever bolt is removed.

(b) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished.

(c) An equivalent method of compliance with this AD may be used if it is approved by the Manager, New York Aircraft Certification Office, 181 South Franklin Avenue, Room 202, Valley Stream, New York 11581; Telephone (516) 791-6680.

This AD supersedes AD 76-25-02, Amendment 39-2786.

This amendment becomes effective on November 11, 1983.

(Secs. 313(a), 601 and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421 and 1423); 49 U.S.C. 106(g) (Revised, Pub.

L. 97-449, January 12, 1983); § 11.89 Federal Aviation Regulations (14 CFR 11.89))

**Note.**—The FAA has determined that there are approximately 882 airplanes affected by the AD. Compliance with this AD will add approximately \$1.66 per hour to the cost of operation, or an annualized estimated cost of \$500 per airplane. Therefore, I certify that this action (1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the final evaluation prepared for this action is contained in the regulatory docket.

Issued in Kansas City, Missouri, on September 27, 1983.

Murray E. Smith,  
Director, Central Region.

[FR Doc. 83-22270 Filed 10-5-83; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 83-ASW-29]

#### Alteration of Transition Area; El Campo, TX

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment will alter the transition area at El Campo, TX. The intended effect of the amendment is to provide adequate controlled airspace for aircraft executing a standard instrument approach procedure (SIAP) to the El Campo Metro Airport. This amendment is necessary since a review of the designated airspace revealed the 700-foot transition area is inadequate for the protection of aircraft executing SIAPs to the Metro Airport and the SIAP to El Campo (Pvt.) Airport has been cancelled; thereby, deleting the



requirement for airspace designated for this airport.

**EFFECTIVE DATE:** November 24, 1983.

**FOR FURTHER INFORMATION CONTACT:** Kenneth L. Stephenson, Airspace and Procedures Branch (ASW-535), Air Traffic Division, Southwest Region, Federal Aviation Administration, P.O. Box 1689, Fort Worth, TX 76101, telephone (817) 877-2630.

**SUPPLEMENTARY INFORMATION:**

**History**

On August 4, 1983, a notice of proposed rulemaking was published in the *Federal Register* (48 FR 35457) stating that the Federal Aviation Administration proposed to alter the El Campo, TX, transition area. Interested persons were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the Federal Aviation Administration. Comments were received without objection. Except for editorial changes, this amendment is that proposed in the notice.

**List of Subjects in 14 CFR Part 71**

Control zones, Transition areas, Aviation safety.

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me, by the Administrator, Subpart G of Part 71, § 71.181, of the Federal Aviation Regulations (14 CFR Part 71) as republished in Advisory Circular AC 70-3A dated January 3, 1983, is amended, effective 0901 G.M.T., November 24, 1983, as follows:

**El Campo, TX [Revised]**

That airspace extending upwards from 700 feet above the surface within a 5-mile radius of the El Campo Metro Airport (latitude 29°10'15" N., longitude 96°19'17" W.), and 2.5 miles each side of 180° and 358° bearing of the airport extending from the 5-mile radius to 9.5 miles south and 16 miles north; and within 3 miles each side of the 184° bearing from the El Campo NDB (latitude 29°10'35" N., longitude 96°19'11" W.), extending from the 5-mile radius area to 8.5 miles south of the NDB.

(Sec. 307(a), Federal Aviation Act of 1958, as amended (49 U.S.C. 1348(A)); Sec. 6(c), 49 U.S.C. 106(g) (Revised, Pub. L. 97-449, January 12, 1983); and 14 CFR 11.61(c))

**Note.**—The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is

a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in Fort Worth, TX, on September 27, 1983.

F. E. Whitfield,

Acting Director, Southwest Region.

[FR Doc. 83-27271 Filed 10-5-83; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71**

[Airspace Docket No. 83-AWA-19]

**Alteration of VOR Federal Airway V-412, Redwood Falls, MN**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment realigns VOR Federal Airway V-412 located in the vicinity of Redwood Falls, MN. The realignment reduces route mileage to users; reduces procedural coordination associated with holding at the BUNKR intersection; and improves traffic flow by eliminating a crossover of VOR Federal Airway V-148.

**EFFECTIVE DATE:** November 24, 1983.

**FOR FURTHER INFORMATION CONTACT:** Neil Saunders, Airspace and Air Traffic Rules Branch (AAT-230), Airspace-Rules and Aeronautical Information Division, Air Traffic Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone: (202) 426-8783.

**SUPPLEMENTARY INFORMATION:**

**History**

On August 4, 1983, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to realign VOR Federal Airway V-412 from Redwood Falls, MN, VORTAC to Flying Cloud, MN, VOR/DME (48 FR 35458). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received. Except for editorial changes, this amendment is the same as that proposed in the notice. Section 71.123 of Part 71 of the Federal Aviation Regulations was republished in Advisory Circular AC 70-3A dated January 3, 1983.

**The Rule**

This amendment to Part 71 of the Federal Aviation Regulations realigns VOR Federal Airway V-412 from

Redwood Falls, MN, VORTAC to Flying Cloud, MN, VOR/DME.

**List of Subjects in 14 CFR Part 71**

VOR Federal Airways, Aviation safety.

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me, § 71.123 of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) is amended, effective 0901 G.M.T., November 24, 1983, as follows:

**V-412 [Revised]**

From Redwood Falls, MN, via INT Redwood Falls 007° and Flying Cloud, MN, 270° radials; Flying Cloud.

(Secs. 307(a) and 313(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a) and 1354(a)) (49 U.S.C. 106(g) (Revised, Pub. L. 97-449, January 12, 1983)); and 14 CFR 11.69)

**Note.**—The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in Washington, D.C., on September 30, 1983.

John W. Baier,

Acting Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 83-27276 Filed 10-5-83; 8:45 am]

BILLING CODE 4910-13-M

**FEDERAL TRADE COMMISSION**

**16 CFR Part 453**

**Trade Regulation Rule; Funeral Industry Practices**

**AGENCY:** Federal Trade Commission.

**ACTION:** Change in effective date of portions of final trade regulation rule.

**SUMMARY:** The effective date of certain sections of the Federal Trade Commission's Trade Regulation Rule for Funeral Industry Practices (47 FR 42260 (1982)) is being changed to April 30, 1984, in response to petitions from interested parties.

**ADDRESS:** Office of the Secretary, Federal Trade Commission, 6th Street and Pennsylvania Avenue, NW., Washington, D.C. 20580. Requests for



copies of the Funeral Rule should be sent to the Public Reference Branch, Room 130.

**FOR FURTHER INFORMATION CONTACT:** Lewis Rose, Division of Enforcement, Bureau of Consumer Protection, Federal Trade Commission, Washington, D.C. 20580 (202) 376-3478.

**SUPPLEMENTARY INFORMATION:** On September 24, 1982, the Commission published in the *Federal Register* a final Trade Regulation Rule for Funeral Industry Practices, 16 CFR Part 453.<sup>1</sup> Thereafter the Rule was subject to Congressional review, which terminated on May 15, 1983, with neither House of Congress having passed a resolution of disapproval. On June 6, 1983, the Commission established an effective date for the Rule of January 1, 1984.<sup>2</sup>

On August 31, 1983, counsel for the Greater Cincinnati Funeral Service Association, Inc. filed a petition with the Federal Trade Commission requesting that the effective date of portions of the Funeral Industry Trade Regulation Rule be further postponed, to a date following the decision by the United States Circuit Court of Appeals for the Fourth Circuit in *Harry & Bryant Co. et al. v. FTC*, Nos. 82-1850(L) etc., a proceeding to review the Funeral Rule.<sup>3</sup> On September 9, counsel for National Selected Morticians and other parties in the Fourth Circuit filed a similar petition.<sup>4</sup>

Having considered the petitions, the Commission has determined, pursuant to Section 705 of the Administrative Procedure Act,<sup>5</sup> to extend the effective date of portions of the Rule until April 30, 1984. Those parts subject to the extension of the effective date relate generally to the itemized price list and required disclosures thereon.<sup>6</sup> Those parts of the rule that prohibit misrepresentations will go into effect on January 1, 1984 as previously determined.<sup>7</sup>

In granting this extension, the Commission is not required to apply the legal standards that govern requests for judicial stays pending appeal, including the requirement that a substantial likelihood of success on the

merits be shown. The Commission does not believe such a showing has been made here. However, the Commission after applying the standards of equity has concluded that a limited further extension of the effective date of portions of the Rule is appropriate in light of the good faith efforts of requestor trade associations to make plans for compliance with the rule by their membership in the event the rule is sustained, while at the same time exercising their right to challenge the rule in court. A limited extension of time until April 30, 1984 will enable petitioners to begin printing the forms necessary for compliance after the Fourth Circuit has had substantial time to consider their petition for review, thus minimizing the necessity to print forms twice should any alteration at all be ordered to the Rule by the Court.

These equitable considerations, however, do not apply to those portions of the Rule requiring only that funeral industry members refrain from specified misrepresentations. There is no equitable reason why the effective date of these provisions be extended, nor have petitioners asked that it be. Accordingly, these provisions of the Rule will take effect on January 1, 1984, as previously scheduled.

#### List of Subjects in 16 CFR Part 453

Funerals, Trade practices.

#### PART 453—[AMENDED]

Therefore, the Commission is extending until April 30, 1984, the effective date for these parts of the Rule: Sections 453.2, 453.3(a)(1)(ii), 453.3(a)(2)(ii), 453.3(b)(2), 453.3(c)(1)(ii), 453.3(c)(2), 453.3(d)(2), 453.3(f)(1)(ii), 453.3(f)(2), 453.4, 453.5, 453.6, 453.7, and 453.10.

By direction of the Commission.  
Emily H. Rock,  
Secretary.

[FR Doc. 83-27276 Filed 10-5-83; 8:45 am]

BILLING CODE 6750-01-M

#### DEPARTMENT OF THE TREASURY

##### Customs Service

##### 19 CFR Parts 101 and 103

[T.D. 83-209]

##### Customs Service Field Organization; Regional Structure

**AGENCY:** Customs Service, Treasury.

**ACTION:** Final rule.

**SUMMARY:** This document amends the Customs Regulations to reflect the

current Customs Service field organization. A complete and up-to-date listing of the regional structure with the districts and posts of entry within each district is being provided for the information of all interested persons. The document will have no effect on service provided by Customs. It reflects changes that were made by previous documents, and also reflects the transfer of five northwestern Florida ports from the Mobile District in the South Central Region to the Tampa District in the Southeast Region.

**EFFECTIVE DATE:** October 1, 1983.

#### FOR FURTHER INFORMATION CONTACT:

Jean Sammon, Management Analysis and Systems Division, U.S. Customs Service, 1301 Constitution Avenue, NW., Washington, D.C. 20229 (202-566-8384).

#### SUPPLEMENTARY INFORMATION:

##### Background

The Customs Service, an agency under the Department of the Treasury, has its headquarters in Washington, D.C., and is headed by a Commissioner of Customs. The field organization presently consists of seven geographical regions further divided into districts, with ports of entry within each district. These organizational elements are headed by regional commissioners, district directors (or area directors in the case of the New York Region), and port directors. The seven regions and the headquarters city and state of each are as follows:

Northeast Region—Boston,

Massachusetts

New York Region—New York, New York

Southeast Region—Miami, Florida

South Central Region—New Orleans, Louisiana

Southwest Region—Houston, Texas

Pacific Region—Los Angeles, California

North Central Region—Chicago, Illinois

Since the establishment of the existing regional structure in 1965, several Customs studies and a General Accounting Office audit have indicated that the number of regions should be reduced. In concert with these studies, Customs and the Treasury Department determined that reducing the field structure from the nine regions which existed since 1965 to seven regions would achieve an effective balance between the need to economize through reduced staffing and the implementation of a regional structure that will ensure effective operations, administrative support, and manageable spans of control.

Accordingly, by Department of the Treasury Order number 165-24, dated

<sup>1</sup> 47 FR 42280 [September 24, 1982].

<sup>2</sup> 48 FR 25174 [June 6, 1983].

<sup>3</sup> The petition has been placed on the public record and is identified as Document XXI-1 in FTC File No. 215-43.

<sup>4</sup> Document No. XXI-2 in FTC File No. 215-43.

<sup>5</sup> 5 U.S.C. Section 705.

<sup>6</sup> Sections subject to the extension of effective date are §§ 453.2, 453.3(a)(1)(ii), 453.3(a)(2)(ii), 453.3(b)(2), 453.3(c)(1)(ii), 453.3(c)(2), 453.3(d)(2), 453.3(f)(1)(ii), 453.3(f)(2), 453.4, 453.5, 453.6, 453.7, and 453.10.

<sup>7</sup> Sections not subject to the extension of effective date are §§ 453.1 (definitions), 453.3(a)(1)(i), 453.3(a)(2)(i), 453.3(b)(1), 453.3(c)(1)(i), 453.3(d)(1), 453.3(e), 453.3(f)(1)(i), 453.8, and 453.9.